



# Hongkong Daily Press.

ESTABLISHED 1857

ON SALE  
THE  
DIRECTOR & CHRONICLE  
FOR 1911.  
Complete Edition ... \$10.00  
Small ... 6.00  
Agents in all the Foreign  
Settlements throughout the Far  
East.

No. 16,076 號六十七百六千六萬第 日八十月八年三統宣 HONGKONG, MONDAY, OCTOBER 9th, 1911. 一拜禮 號九月十年一十百九千一英港香 PRICE, \$3 PER MONTH.

INTIMATIONS  
**NEW  
PIANOS  
ON HIRE**

AT  
**\$10 PER MONTH**

TUNING AND REGULAR  
ATTENTION INCLUSIVE.

**S. MOUTRIE & CO.,  
LIMITED.**

**CHINA MUTUAL LIFE  
INSURANCE CO., LD.,  
HEAD OFFICE, SHANGHAI.**  
DIRECTORS AND OFFICERS:  
J. A. WATTS, Esq., Managing Director.  
A. J. HUGHES, Esq., Secretary.  
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered  
under Hongkong Ordinances and under Life  
Insurance Companies Acts, England.  
Insurance in Force ... \$39,571,465.00  
Assets ... 9,872,930.00  
Income for Year ... 3,862,071.00  
Total Security to Policyholders 9,520,050.00

LEFFERTS KNOX, Esq., Hongkong, Can-  
ton, Macao, and the  
District Secretary, Philippines.  
B. W. TAPE, Esq.,  
Alexandra Building.

C. LAWDER, Esq., Inspector Hongkong.  
Advisory Board: Hongkong.  
SIR PAUL CHATEL, Kt., C.M.G.  
T. F. HOUGH, Esq.,  
C. J. LAURENTZ, Esq.

**GREEN ISLAND CEMENT COMPANY**  
PORTLAND CEMENT.  
In Casks 375 lbs. net  
In Bags 250 lbs. net  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1908.

**SINGON & CO.**  
IRON, Steel, Metal and Hardware Merchants,  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Coke Importers. General  
Storekeepers and Shipchandelers. Nos. 35 & 37,  
Hing Loong Street, (2nd St. west of Central  
Market). Telephone No. 515.

**PEAK TRAMWAYS COMPANY  
LIMITED.**

**TIME TABLE.**  
WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.  
8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.  
every 15 minutes.

SUNDAYS.  
8.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.  
Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.

JOHN D. HUMPHREYS & SON  
General Managers.  
Hongkong 15th June, 1911

**WEISMANN, LTD.**  
BAKERS.  
CONFECTIONERS.  
CATERERS.  
RESTAURANTEURS.  
14, DES VŒUX ROAD, CENTRAL.

**P. & O.  
Steam Navigation Co.**

HOMEWARD PASSENGER SEASON 1912  
S.S. "INDIA" (8,000 Tons.)  
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
DIRECT, WILL LEAVE HONGKONG ON MARCH 16th, 1912,  
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND  
GIBRALTAR, AND IS DUE TO ARRIVE AT:-  
MARSEILLES ... APRIL 13th.  
LONDON ... APRIL 20th.

The Accommodation in this Vessel is at the  
entire disposal of Passengers from the Far East.  
FARES TO LONDON:-  
1st SALOON £71.10 SINGLE; £106.14 RETURN.  
2nd " £48.8 " £72.12 "  
For Further Particulars, apply to  
E. A. HEWETT,  
SUPERINTENDENT.

**MITSUBISHI DOCKYARD  
AND ENGINE WORKS.**  
All A.B.C. Western Union, and Engineering Codes used.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Condensers, Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI  
Length on Keel-Blocks ... 110 ft.  
Breadth at Entrance on Bottom ... 77 ft.  
Depth of Water on Keel-Blocks ... 25 ft.  
Draft ... 24 ft.  
3 Dry Docks (No. 1 ... 350 ft. ... 53 ft. ... 24 ft.  
No. 2 ... 350 ft. ... 53 ft. ... 24 ft.  
No. 3 ... 350 ft. ... 53 ft. ... 24 ft.)  
1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU", 716 tons and 12 knots speed, is always  
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOK" KOBE.  
Floating Docks.  
No. 1 ... 7,000 Tons.  
No. 2 ... 12,000 Tons.  
Max. Length of Ship taken in ... 460 Feet.  
Breadth ... 56 Feet.  
Draft ... 26 Feet.

The Salvage Steamer "ARIMA-MARU" pumping capacity per hour 2,000 tons.  
The Floating Dredger, capable of lifting 40 ton weight.  
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

**KUPPER  
PILSENER BEER.**  
The Leading Beer in the Far East.  
SOLE AGENTS:  
**CALDBECK,  
MACGREGOR & CO.,**  
29a

**CANTON, MACAO AND  
WEST RIVER  
STEAMERS.**  
HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday  
excepted).  
CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).  
HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.  
Sundays at 9 A.M. and 12.30 P.M.  
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.  
Sundays at 7.30 A.M. and 5 P.M.  
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.  
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.  
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.  
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The S.S. "SUI TAI" leaving on SUNDAYS at 12.30 P.M., connects with the  
Excursion Steamer returning from Macao at 5 P.M.  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
Hotel Mansions, Opposite Hongkong Hotel.

**KELLY & WALSH, LTD.**

USEFUL BOOKS, 80 CENTS EACH.  
Pro and Cons, Guide to the Controversies of  
To-day, by Bertram Askew.  
Everybody's Writing-Desk Book.  
Art Needlework made Easy, Mrs. B. Townsend.  
Systematic Business, Carl Mares.  
How to Compose Business Letters, Max  
Rittenberg.  
How to Write for the Press, E. P. Davies.  
Pitman's Complete Guide to the Improvement  
of the Memory.  
The "Express" Ready Reckoner with the pence  
up to 21. Interest, Wages, Discount,  
Tables, &c.  
What a Business Man Ought to Know.  
Balance Sheets, How to read and understand  
them, Philip Tovey.  
How to Work Insurance Agencies, Thornton  
Cook.  
Shipping, Hall and Heywood.  
Pitman's Mercantile Terms and Abbreviations.  
Pitman's Examination Notes on Book-keeping  
and Accountancy.  
International Commercial Lexicon in English,  
French and German.

**CANTON KOWLOON RY.**

TIME TABLE.															
On and after 3rd October, 1911, until further notice.															
Previous Time-Tables cancelled.															
DOWN TRAINS.							UP TRAINS.								
STATIONS.	No. 1 Tgh. Exp.	No. 2 Tgh. Exp.	No. 3 Joint Sec.	No. 4 Joint Sec.	No. 5 Joint Sec.	No. 6 Joint Sec.	STATIONS.	No. 7 Tgh. Exp.	No. 8 Tgh. Exp.	No. 9 Joint Sec.	No. 10 Joint Sec.	No. 11 Joint Sec.	No. 12 Joint Sec.	No. 13 Joint Sec.	No. 14 Joint Sec.
Canton.	dep.	7.05	14.25				Kowloon.	dep.	14.25	8.00	11.10			7.00	15.45
Shek Pai.	dep.	7.02	14.22				Hung Hom.	dep.	14.27	8.02	11.13			7.03	15.48
Che Yee.	arr.	7.00	14.20				Yau Ma Tei.	arr.	14.28	8.03	11.14			7.04	15.49
Wu Ching.	arr.	7.02	14.22				Sha Tin.	arr.	14.31	8.06	11.17			7.07	15.52
Nan Hong.	arr.	7.00	14.20				Tai Po.	arr.	14.40	8.15	11.26			7.16	16.01
Sun Tung.	arr.	7.00	14.20				Tai Po Market.	arr.	14.41	8.26	11.27			7.17	16.02
Tong Yee.	arr.	7.00	14.20				Pan Ling.	arr.	14.44	8.29	11.30			7.20	16.05
Nga Yee.	arr.	7.00	14.20				Sham Shui Po.	arr.	14.52	8.37	11.38			7.28	16.13
Shek Yee.	arr.	7.00	14.20				Pu Kiu.	arr.	15.00	8.45	11.46			7.36	16.21
Shek Yee.	arr.	7.00	14.20				Li Lung.	arr.	15.08	8.53	11.54			7.44	16.29
Shek Yee.	arr.	7.00	14.20				Ping Yee.	arr.	15.16	9.01	12.02			7.52	16.37
Shek Yee.	arr.	7.00	14.20				Tai Tong.	arr.	15.24	9.09	12.10			7.60	16.45
Shek Yee.	arr.	7.00	14.20				Shek Yee.	arr.	15.32	9.17	12.18			7.68	16.53
Shek Yee.	arr.	7.00	14.20				Lum Tau.	arr.	15.40	9.25	12.26			7.76	17.01
Shek Yee.	arr.	7.00	14.20				Chung Mui.	arr.	15.48	9.33	12.34			7.84	17.09
Shek Yee.	arr.	7.00	14.20				Tai Shing.	arr.	15.56	9.41	12.42			7.92	17.17
Shek Yee.	arr.	7.00	14.20				Shek Yee.	arr.	16.04	9.49	12.50			8.00	17.25
Shek Yee.	arr.	7.00	14.20				Wang Yee.	arr.	16.12	9.57	12.58			8.08	17.33
Shek Yee.	arr.	7.00	14.20				Nan Shek.	arr.	16.20	10.05	13.06			8.16	17.41
Shek Yee.	arr.	7.00	14.20				Sal Wu.	arr.	16.28	10.13	13.14			8.24	17.49
Shek Yee.	arr.	7.00	14.20				Shek Lung.	arr.	16.36	10.21	13.22			8.32	17.57
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	16.44	10.29	13.30			8.40	18.05
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	16.52	10.37	13.38			8.48	18.13
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	17.00	10.45	13.46			8.56	18.21
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	17.08	10.53	13.54			9.04	18.29
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	17.16	11.01	14.02			9.12	18.37
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	17.24	11.09	14.10			9.20	18.45
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	17.32	11.17	14.18			9.28	18.53
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	17.40	11.25	14.26			9.36	19.01
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	17.48	11.33	14.34			9.44	19.09
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	17.56	11.41	14.42			9.52	19.17
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	18.04	11.49	14.50			10.00	19.25
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	18.12	11.57	14.58			10.08	19.33
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	18.20	12.05	15.06			10.16	19.41
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	18.28	12.13	15.14			10.24	19.49
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	18.36	12.21	15.22			10.32	19.57
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	18.44	12.29	15.30			10.40	20.05
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	18.52	12.37	15.38			10.48	20.13
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	19.00	12.45	15.46			10.56	20.21
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	19.08	12.53	15.54			11.04	20.29
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	19.16	13.01	16.02			11.12	20.37
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	19.24	13.09	16.10			11.20	20.45
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	19.32	13.17	16.18			11.28	20.53
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	19.40	13.25	16.26			11.36	21.01
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	19.48	13.33	16.34			11.44	21.09
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	19.56	13.41	16.42			11.52	21.17
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	20.04	13.49	16.50			12.00	21.25
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	20.12	13.57	16.58			12.08	21.33
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	20.20	14.05	17.06			12.16	21.41
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	20.28	14.13	17.14			12.24	21.49
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	20.36	14.21	17.22			12.32	21.57
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	20.44	14.29	17.30			12.40	22.05
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	20.52	14.37	17.38			12.48	22.13
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	21.00	14.45	17.46			12.56	22.21
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	21.08	14.53	17.54			13.04	22.29
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	21.16	15.01	18.02			13.12	22.37
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	21.24	15.09	18.10			13.20	22.45
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	21.32	15.17	18.18			13.28	22.53
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	21.40	15.25	18.26			13.36	23.01
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	21.48	15.33	18.34			13.44	23.09
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	21.56	15.41	18.42			13.52	23.17
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	22.04	15.49	18.50			14.00	23.25
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	22.12	15.57	18.58			14.08	23.33
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	22.20	16.05	19.06			14.16	23.41
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	22.28	16.13	19.14			14.24	23.49
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	22.36	16.21	19.22			14.32	23.57
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	22.44	16.29	19.30			14.40	24.05
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	22.52	16.37	19.38			14.48	24.13
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	23.00	16.45	19.46			14.56	24.21
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	23.08	16.53	19.54			15.04	24.29
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	23.16	17.01	20.02			15.12	24.37
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	23.24	17.09	20.10			15.20	24.45
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	23.32	17.17	20.18			15.28	24.53
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	23.40	17.25	20.26			15.36	25.01
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	23.48	17.33	20.34			15.44	25.09
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	23.56	17.41	20.42			15.52	25.17
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	24.04	17.49	20.50			16.00	25.25
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	24.12	17.57	20.58			16.08	25.33
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	24.20	18.05	21.06			16.16	25.41
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	24.28	18.13	21.14			16.24	25.49
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	24.36	18.21	21.22			16.32	25.57
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	24.44	18.29	21.30			16.40	26.05
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	24.52	18.37	21.38			16.48	26.13
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	25.00	18.45	21.46			16.56	26.21
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	25.08	18.53	21.54			17.04	26.29
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	25.16	19.01	22.02			17.12	26.37
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	25.24	19.09	22.10			17.20	26.45
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	25.32	19.17	22.18			17.28	26.53
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	25.40	19.25	22.26			17.36	27.01
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	25.48	19.33	22.34			17.44	27.09
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	25.56	19.41	22.42			17.52	27.17
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	26.04	19.49	22.50			18.00	27.25
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	26.12	19.57	22.58			18.08	27.33
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	26.20	20.05	23.06			18.16	27.41
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	26.28	20.13	23.14			18.24	27.49
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	26.36	20.21	23.22			18.32	27.57
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	26.44	20.29	23.30			18.40	28.05
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	26.52	20.37	23.38			18.48	28.13
Shek Yee.	arr.	7.00	14.20				Shek Luk.	arr.	27.00	20.45	23.46			18.56	28.21
Shek Yee.	arr.	7.00	14.20												



## INTIMATION



**A. S. WATSON  
& CO., LTD.,**

ESTABLISHED 1841.

WINE & SPIRIT MERCHANTS.

**S H E R R Y.**

WE can confidently recommend the following as Xeres Wines of the Highest Class, Specially Selected, and Shipped direct.

In Quality and Price they are unqualified.

	Per dozen	Per bottle
A. LIGHT DRY.....	\$18.80	\$1.45
B. VINO DE PASTO.....	17.80	1.45
C.C. OLOROSO .....	22.30	1.90
D. SUPERIOR PALE DRY.....	24.30	2.05
E. FINEST PALE DRY NUTTY.....	29.80	2.55

**A. S. WATSON & CO.  
LIMITED,  
ALEXANDRA BUILDINGS.**

[25]

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PARSAS  
Cable: A.B.C. 5th Ed. Letter  
P. O. Box, 84, Telephone No. 13.

HONGKONG OFFICE: 10A, DES VŒUX ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, OCTOBER 9TH, 1911.

The unrest in Europe, evinced by strikes and a general discontent with the social conditions, has been attributed to the unusual climatic conditions that have prevailed during the past summer over the greater part of the continent. The words "midsummer madness" have a deeper significance than is generally attached to them. Poor humanity is more apt in the summer season to find the eternal struggle for existence—what may be called life's pin-pricks—beyond endurance, and—in Eastern parlance—run amok. To this must be ascribed the wilful destruction of property in England, the raids on the Jews in Wales, the dear-food riots in France, and the other excesses which have made this year a memorable one. The series of strikes in England led the veteran joker Punch to draw on its imagination for some other classes of strikes, among which was enumerated a strike of school children. Within a few weeks Punch's dream had come true, and the children in London and other schools were out against too much case and too much work. The over-taxed brains had come to a stop, and they too, were running amok against a world that was too hard on them. Although with the end of the long summer the approach of normal conditions may be considered as certain, the occurrences that have signalled it cannot but give us pause. The question that arises in everyone's mind is whether, if a slight

abnormality in the weather can create such widespread outbreaks, symptomatic of discontent, we are not living too near the edge of the precipice to be exactly safe. We know that there is deep discontent among that large majority of the people known as the working-classes, and that it requires but a few extra degrees of temperature, a few extra cloudless summer days, to cause that discontent to find an outlet in disturbances, a mad destruction of property which can avail nothing, though to give the strikers in England their due it would appear that a large part of the destruction was due to the rowdy elements of the cities, always on the watch for "fun." The foremost question is the food problem. There is a good deal of profound philosophy in the "Feed the brute" of the old lady of the story, even though it be what CARLYLE would have called "pig philosophy," for it is certain that if the "brute" be not fed he may become extremely dangerous. We have further the dreadful absurdity of the nations summing up and gloating over the increases of their populations while there is not enough food to go round, or, if there is, can only be obtained at very high prices. The idea that the world cannot produce enough food to feed the people now dwelling upon it must be rejected at once. Man has to earn his food by the sweat of his brow, but that he can earn it does not admit of question. The trouble is that in the production of food mankind is still almost as much at the mercy of outside circumstances as his savage progenitors, with the result that the work might be classed as unskilled labour, and is, indeed, paid for as such. It is true we have Agricultural Colleges and a Science of Agriculture, but the greatest amount of training and all the science in the world will not avail when the skies refuse to yield the proper amount of rain, when the temperature falls too low or rises too high, or when a gale destroys the work of months in a few hours. Man probably became a carnivorous animal through the uncertainty of farinaceous supplies, but he has not yet reached the point when he can live on meat alone, and even if he could, his knowledge has not yet placed him in the position to be able to increase indefinitely the prolificness of the animals he breeds. Moreover, the animals themselves have to be fed, which, in the case of a shortage of crops, is very difficult. In England this summer owing to the failure of root crops and the parched condition of the meadows, the feeding of live stock has been a very serious problem. Roughly, it may be said that a failure of crops means also a failure in the breeding of live stock. Altogether we have made but little advances in the food problem, if indeed, we have not gone backward, accepting the stories of the "rude plenty" of our forefathers. We are still almost entirely dependent on the weather, and on immediate supplies, for although some attempts have been made at food preservation, and we can carry fresh meat and other perishable provisions to any part of the world, there has not resulted any decrease in prices. The steady increase in the price of food supplies goes on, and we still exist on a more or less hand to mouth supply. Nowadays, however, nations who have other sources of income besides agriculture can obtain supplies from foreign countries should their own fail, thanks to quick transport and increased facilities of communication. We have even got so far that some nations have given up attempting to supply themselves, finding it more economical to obtain their supplies elsewhere and devote themselves to other work. The danger in this is that the supplies elsewhere may fail. The root of the trouble is that food-stuffs cannot be turned out immediately; they demand time. We can make so many tons of steel, varying the quantity to suit the demand; we can bring up coal to the surface—while the supply lasts—to the amount we require; but we can only make a very uncertain guess whether our food supply is going to be sufficient, and we may be very certain that if it is not sufficient we shall not be able to make it sufficient in a hurry. The case of China is a notable one. Practically the population depends upon agriculture for its means of livelihood, and that in a country which, for certain reasons, is peculiarly liable to suffer from floods and other so-called natural calamities. With their crops destroyed the Chinese are in a hopeless condition. They have no resources wherewith to purchase food in sufficient quantities from abroad, no industries bringing in money which will tide over bad times; all they can do is to eke out a miserable existence until the next season, or die. Conditions such as these occur with great frequency in China and India, where also the population depends almost entirely on agriculture. In Europe and America they are almost unimaginable; yet the events of the past summer in the former continent and the rise in the prices of food witnessed, show that the margin of safety is not a

very wide one. As it is, there is every indication that the coming winter is going to be a hard one, more especially for those who subsist from hand to mouth. The citizen of to-day has many more calls on him than the citizen of former days, and while the amount he can allot for food is diminishing, the quantity of food he can purchase with the amount is also decreasing. He is being overwhelmed by the production of luxuries. The principal requisite of life is food, and the ease with which food can be produced under nominal conditions is evinced by the crowded conditions of the industrial cities and the sparse populations of the agricultural districts. The producers of food do not become millionaires. This is left for the retailers; and the attractions of becoming benefactors of the race by making two blades of grass grow where only one grew before are not overwhelming, more especially since the extra blade of grass may have to contend with other extra blades on reaching the market and be sold at a loss. The time will perhaps come some day when the State will be required to regulate food supplies on scientific principles with a minimum reserve in ratio to the population and alternative crops to guard against failure. Looking still further ahead, it is possible that chemistry will one day make mankind independent of climatic conditions and food will be produced synthetically. In the meantime, however, man has to get through the transition period.

His Excellency the Governor moved into residence at Government House on Saturday, the 7th instant.

On Saturday, the 7th instant, His Excellency dined on board the U.S.S. *Saratoga*, as guest of Rear-Admiral Murdoch.

On Thursday, the 5th instant, His Excellency entertained Rear-Admiral Murdoch, with his Captains and Staff, at dinner at Mountain Lodge.

Mr. C. Lucy Goodrich, the General Oriental Agent of America's latest Trans-Continental Railroad—the Western Pacific—Denver and Rio Grande—will be in the Colony for a week prior to proceeding in slow stages to the Darbar.

The following revenue officers have been appointed under Section 59 of the Opium Ordinance, 1909, to act as excise officers under that Ordinance:—D. J. Mackenzie, I. E. Brett, S. J. Clarke, T. Sutherland and L. A. Langley. Seven Chinese revenue officers have also been appointed to act as excise officers.

An extract of meteorological observations made at the Hongkong Observatory during the month of September show that the average maximum temperature for that period was 86.1, the average mean 81.1, and the average minimum temperature 77.4 degrees. The rainfall was 6.215 inches, and we had 211 hours of sunshine.

At to-morrow's meeting of the Sanitary Board letters from the Government relating to the Pokfulam water supply and the offensive trade bye-laws will be read, and the report of the Government Analyst on the public water supplies, and correspondence relative to burials in the Mt. Caroline Cemetery will be considered.

Regulations made by the Governor-in-Council under the Moneylenders' Ordinance are published in the current issue of the *Gazette*. Under them the Registrar of Companies is appointed Registrar of Moneylenders, and the Supreme Court is the office at which the latter will be registered. The registration fee is \$10. Conditions under which exemption may be obtained are set out in the regulations.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 30th September, 1911, as certified by the managers of the respective banks, are as follows:—

BANKS.	AVERAGE AMOUNT.	SPECIE IN RESERVE.
Chartered Bank of India, Australia and China.	\$ 5,684,108	4,000,000
Hongkong and Shanghai Banking Corporation	15,952,250	9,000,000
Total.....	\$21,636,358	\$13,000,000

## THE WRECK OF THE "ILSE."

SEVERAL LIVES LOST.

Only the masts of the German steamer *Ilse* which was wrecked at Breaker Point in last week's typhoon are now visible. Several lives were lost, we learn, including the second engineer, the Captain's two children, their Japanese ayah and some of the Chinese members of the crew. The Captain succeeded in saving his wife, but the loss of her two children drove her frantic with grief.

## ST. ANDREW'S CHURCH BAZAAR.

On Saturday afternoon and evening a sale of work was held in connection with St. Andrew's Church, Kowloon, which was well patronised. The opening ceremony took place at 3.30 p.m., and the afternoon was principally devoted to entertaining the children, who enjoyed themselves immensely in various games and competitions which took place on the grounds of the Church.

The evening session proved a continuation of the afternoon's success. A series of interesting cinematograph pictures was shown, and there was a grand pyrotechnic display, which was admired by young and old alike. The pleasures of the afternoon and evening were considerably enhanced by the attendance of a military band, which played pleasing selections of music.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE ITALO-TURKISH WAR.

AN UNDATED MESSAGE.

LONDON, October 7th.

A German correspondent in Tripoli reports that comparatively little damage was done in the bombardment.

There are still 4,000 Europeans in the town.

Six soldiers and ten Jews were killed, and five soldiers and one Jew severely injured.

The Mussulmans were inactive, and prayed to Allah—that the bombardment should be discontinued.

This message was not dated, and may refer only to the first bombardment.

## TRIPOLI FLOODED WITH SEARCHLIGHTS.

Reuter's correspondent at Milan says a wireless message has been received from Tripoli which states that all night the harbour and town are flooded with Italian searchlights to prevent an attack.

The Italians are garrisoning the ruins of the Sultan's fort.

## LONG ENTERTAINED ASPIRATIONS.

The Italian Press is jubilant over the realisation of long entertained aspirations.

## BRITISH LAUNCH STRUCK BY SHELL.

The correspondent of Reuter at Perim says advice from Hodeidah state that two Italian warships fired 21 shells over the town, one of which struck and sank a launch belonging to the British ship *Guldhall*.

## THE NEUTRALITY OF BULGARIA.

Reuter's correspondent at Constantinople says the Bulgarian Minister has assured the Porte of the neutrality of Bulgaria.

## TREACHEROUS FIRE ON WHITE FLAG.

It is officially reported from Rome that fire was treacherously opened by the Turks from San Giovanni, on the Albanian coast, upon an Italian vessel flying the white flag.

The Italian destroyer *Artigliere*, which was patrolling the vicinity, returned the fire.

The *Artigliere* was slightly damaged, and her commander was wounded in the foot.

The damage done to the enemy is unknown.

## THE UNOFFICIAL VERSION.

It is unofficially reported that 300 Turks were killed, and it is further stated that in order to avoid a repetition of such incidents the Italian warships in Albanian waters have been recalled.

## REPORTED SEIZURE OF A BRITISH STEAMER.

It is reported from Vienna that the Turks have seized the British steamer *Orchis*, which had gunpowder aboard, and conveyed her to Salonika.

## PEACE WITH THE REBEL IMAM.

Reuter's correspondent at Hodeidah wires that the Porte has concluded a treaty of peace in Yemen with the rebel Imam Yahya.

It is expected that the bulk of the Turkish reinforcements will return to Constantinople immediately.

## ITALIAN OCCUPATION OF TRIPOLI.

The Italians now occupy Tripoli.

Admiral Boreadomo has been appointed Governor.

The Italians landed a further force with guns and mitrailleuses, and afterwards a number of Arabs boarded the flagship, tendering their submission and asking for a cessation of the bombardment, while the German Consul-General requested the Admiral to assume control and restore order, the Turkish troops having abandoned the town.

The German Consul stated that no foreigner had been injured nor residence damaged during the bombardment.

## THE EXPEDITIONARY FORCE.

Troops leaving the garrisons at Rome and elsewhere to join the expeditionary force have become objects of frenzied enthusiasm.

## "A SECOND CAVOUR."

Senor Giolitti, who arrived at Turin to fulfil a political engagement, was met by large crowds and bands, and acclaimed "a second Cavour."

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## TURKEY AND GREECE.

Reuter's correspondent at Athens says it is officially declared that the Turks on the 5th instant landed 500 soldiers at Samos, which is a violation of self-government.

## ITALIANS LAND AT MARSATO-BRUK.

It is reported that Italian bluejackets have landed at Marsatobruk.

## WHERE ARE THE TURKISH DESTROYERS?

LONDON, October 8th.

The complete silence from Italy to-day suggests the probability that the transports are under way from home.

Anxiety is still being felt in Italy concerning the whereabouts of the Turkish destroyers and torpedo-boats, hence the secrecy of the movements of the transports.

## ITALIANS AND THE CAPITULATIONS.

Reuter's correspondent at Constantinople wires that the Minister of Justice has informed the Tribunals that Italians will no longer benefit by the Capitulations.

They must be submitted to the common law.

## THE TURKISH MINISTRY.

LATER.

Reuter's correspondent at Constantinople says it is understood that Reshid, the Ambassador to Vienna, has renounced the Foreign portfolio in the Cabinet formed by Said Pasha, and that Assim Bey, the Minister to Sofia, will probably be offered the post.

## GUNS FOR CATERINA.

Reuter's correspondent at Salonika wires that three Maxim and six quick-firing guns have been despatched to Caterina.

## INVASION OF GREECE FEARED.

The Turkish Government is secretly contracting for large supplies deliverable at Monastir and other centres within ten days, and it is persistently rumoured that an invasion of Greece is contemplated.

## CIVILISING THE AFRICAN CONTINENT.

Reuter's correspondent at Turin says that a banquet, at which 1,100 people were present including 500 Senators and Deputies, was given in honour of Senor Giolitti who received a great ovation.

Senor Giolitti in a speech said that no nation had so speedily accomplished such a complete transformation, political, moral and economic, as Italy, who now claimed her share of work in civilising the African continent.

## KING EMMANUEL AT PISA.

Reuter's correspondent at Pisa wires that King Emmanuel and his family arrived at that city from Racconimes, and was acclaimed by large crowds.

## CANADIAN POLITICS.

LONDON, October 7th.

Reuter's correspondent at Ottawa wires that Earl Grey has summoned Mr. Borden to an audience, and that the latter has accepted the task of forming a new Cabinet.

## WEST AUSTRALIAN POLITICS.

LONDON, October 8th.

Reuter's correspondent at Perth wires that a Labour Ministry has been formed.

## SWEDEN'S NEW MINISTRY.

LONDON, October 7th.

Reuter's correspondent at Stockholm wires that the Liberal member, Mr. Staaff, has formed a Ministry.

The Socialists, whose successes at the polls brought about the fall of the previous Ministry, declined to be represented on the Government.

## NORTH TYRONE BYE-ELECTION.

LONDON, October 8th.

In a bye-election for North Tyrone Mr. Russell, the Liberal candidate, polled 3,104 votes against 3,086 recorded in favour of Mr. Herdman, the Unionist.

[At the last election a Liberal candidate, Mr. Redmond Barry, K.C., was returned by a majority of 132.]

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE ROYALIST RISING IN PORTUGAL.

MONARCHISTS CONCENTRATING.

LONDON, October 7th.

Reuter's correspondent at Lisbon says it is admitted that 200 Royalists crossed the frontier under Captain Comacho and occupied six small towns in the Braganza District, where they were joined by 3,000 Monarchists who secretly concentrated.

Another concentration of Monarchists has taken place at Vinhas, where they are awaiting the second column under Captain Conceiro, who is entering via Verrin.

## REPUBLICAN FORCE RETIRES.

The Republican force at Vinhas has retired on Chaves.

LATER.

It is rumoured that the Royalist column at Vinhas has been surrounded by Republican troops.

## REPUBLICAN TROOPS SUFFICIENT.

Reuter's correspondent at Lisbon says the Government declares that there are 8,000 troops on the frontier, which is sufficient to restore order.

## ROYALISTS REPULSED.

A band of Royalists were repulsed near Braganza, there being thirty casualties.

## COMMUNICATION RESTORED.

Reuter's correspondent at Oporto says the military authorities state that large Republican forces occupy Braganza and Chaves, and that communication with Oporto and Braganza has been restored.

Three men who were found tampering with the railway were shot, and many officers have been arrested.

## WHERE IS THE EX-KING?

Yesterday a number of French newspapers stated that ex-King Manuel and his uncle Alfonso were in Portugal, but several persons who were interviewed yesterday evening stated that Manuel was at Richmond.

## THE ROYALIST STRENGTH.

According to the Spanish Press, the Royalists number 12,000 men, with thirty Krupp guns.

## SEDITIONOUS LITERATURE IN INDIA.

LONDON, October 7th.

Reuter's correspondent at Bombay wires that a man named Bepin Chandrapal, on arriving from England, was arrested for publishing seditious literature entitled "Ethiology of the Bomb in Bengal."

LATER.

Reuter's correspondent at Bombay wires that Chandrapal has pleaded guilty to circulating seditious literature, and has been imprisoned for a month.

## STRIKE OF COTTON WORKERS.

LONDON, October 7th.

Owing to the refusal of two non-Unionists to join the Union, all the workers at the Yatefield Mill, Burnley, went on strike on Wednesday.

The Spinners Association of North and North-East Lancashire replied by threatening a general lock-out involving 150,000 workmen.

## THE TURF.

LONDON, October 7th.

The betting on the Cesarewitch is: 5 to 1 against Mirador; 10 to 1 against Martingale and Papaver; 100 to 3 against Willonyx and Declare; 100 to 7 against Dalmatian; and 100 to 3 against Fort.

LONDON, October 8th.

The Duke of York Stakes was won by Trepida, with Mustapha second and Knight of Honour third. Eleven horses started. Trepida won by a length and a half, while five lengths separated the second and third horses.

The betting was 8 to 1 against Trepida; 7 to 2 against Mustapha; and 20 to 1 against Knight of Honour.

## AVIATOR INJURED.

LONDON, October 7th.

A message from Rheims states that M. Beaumont, the winner of the *Daily Mail* flying race, broke his leg and injured himself internally as the result of a premature descent while testing a military aeroplane.



## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## FRANCE AND GERMANY.

LONDON, October 7th.

Reuter's correspondent at Berlin wires that the few remaining points of difference between France and Germany with regard to Morocco are being keenly contested.

The newspapers say that the prospect of a speedy settlement is receding, and that the delay is mainly due to the zeal of the juristic specialists.

LONDON, October 7th.

Reuter's correspondent at Paris wires that in the Cabinet Council M. Descloux has announced that the Franco-German negotiations with regard to Morocco are proceeding favourably.

## BRITISH TRADE RETURNS.

LONDON, October 8th.

The exports for the quarter ending September show a decrease of £145,007. Wool has decreased by £144,668, while cotton shows an increase of £815,919.

The imports show an increase of £2,193,501, the amount on cotton being £67,868, on wool £28,839, and on silk £59,726.

## GALBRAITH COLE LEAVES NAIROBI.

LONDON, October 8th.

Reuter's correspondent at Nairobi wires that when the Hon. Galbraith Cole was leaving, a large crowd assembled to bid him farewell, and presented him with a testimonial.

## FOURTH RUSSIAN DREADNOUGHT LAUNCHED.

LONDON, October 8th.

Reuter's correspondent at St. Petersburg wires that the fourth Russian Dreadnought *Gingout*, of 25,000 tons, has been launched.

## HOME RULE FOR IRELAND.

LONDON, October 7th.

Sir Samuel Samuel, speaking at Belfast, said the Government was unflinching in its resolutions to carry Home Rule, but the rights of Ulster Protestants would be amply safeguarded.

## UNITED STILL.

LONDON, October 7th.

Mr. Balfour, speaking at Haddington, said the Unionists would maintain their opposition to Home Rule. As in 1886, they would see that the United Kingdom was a United Kingdom still. It was for the Unionists to rebuild the new Second Chamber, which must be a strengthened chamber with a representative element.

Canada's decision with regard to reciprocity must have beneficial results for the Empire, for it showed how impossible it was to maintain the present fiscal system with the Colonies who were not believers in free trade. "We must meet them," the speaker said, "by establishing a system of commercial defence, which is as necessary as any other defence."

## BRITISH SEAFARERS' UNION.

LONDON, October 7th.

It is reported from Southampton that a branch membership of 6,000 has seceded from the Sailors' and Firemen's Union, alleging unsatisfactory management, and has formed a British Seafarers' Union.

## OBITUARY.

LONDON, October 7th.

The death is announced of Caroline, Countess of Seafield, and Sir Charles Lawes Wittewronge.

[Caroline, Countess of Seafield, was the youngest daughter of the 11th Lord Blenhoy and Fanny Mary, second daughter of the late Hon. John Rodney. She married the 7th earl, who died in 1861, and was the mother of the 8th earl, who died in 1894.]

[Sir Charles Lawes Wittewronge was President of the Incorporated Society of British Sculptors, Chairman of the Lewes Agricultural Trust, and Vice-Chairman of the Incorporated Society for extending the Rothamsted Experiments in Agricultural Science. The deceased baronet was an old Cambridge blue, held the one mile running amateur championship, and was amateur champion carman in 1865. He also held the quarter, one and five to 25 miles amateur records for cycling in 1899, and was the holder of many college trophies including the Cambridge sculls, the Diamond sculls and the amateur championship of the Thames.]

## MAJOR-GENERAL HOAD DEAD.

LONDON, October 7th.

Reuter's correspondent at Melbourne reports the death of Major-General J. C. Hoad, C.M.G., Chief of General Staff, Commonwealth Military Forces.

[Major-General Hoad held the appointment of Chief of General Staff since 1906. His raw considerable service in the Boer War, being mentioned in despatches, and was attached from the Commonwealth Forces with the Japanese army during the Russo-Japanese war.]

## RANDOM REFLECTIONS.

The event of the week, of course, has been the inauguration of through traffic on the Canton-Kowloon Railway. It was a pleasant little ceremony that took place at Shamshu. Some nice things were said on the Chinese as well as on the British side, but at the back of everyone's mind there must have been the thought that if H.E. the Viceroy of Canton and H.E. the Governor of Hongkong had been present on such an historic occasion it would have been the best omen and assurance of that harmonious co-operation in the working of the railway on which its prosperity must so largely depend. It seemed to me singularly infelicitous on such an occasion to plead "pressure of other official business" as an excuse for the absence of the Viceroy. The opening of this railway under a joint working agreement was certainly official business of exceptional importance. Everyone present, however, had probably heard something of the rumours which had been circulating for many days previously of a diabolical plot to assassinate the Viceroy on the occasion, and in the minds of most people the Viceroy's absence was certainly associated more with that rumour than with pressure of other official business. No other excuse, however, could very well be publicly made, but this form of excuse unfortunately has the disadvantage of conveying an impression that there is a rift somewhere in the late.

The railway time-table is a little confusing. A small party the other day looked up the time-table and decided to take train to Shatin and walk back. On applying for tickets they were informed by the Chinaman at the ticket office that the particular train by which the party wanted to travel did not stop at Shatin. "Oh, yes, it does," said the applicant for tickets; "the time is given in the time-table." "Ah," said the Chinaman reflectively, "that is the Express. It departs from Shatin, but does not arrive." When you study the observation closely you will find the meaning of it to be that the time-table shows what time the train is due to pass through the intermediate stations.

With Cant-on City so much in mind I cannot refrain from giving publicity to the following little dialogue which occurred while a respected dweller in our midst was trying to weigh himself:

"That's not your correct weight," said a friend. "You've a cant on the machine."

"I think it must be the way I weigh," replied the witty arrival from the naval sanatorium.

It is said that the other man, who failed to perceive the joke at the time, awoke in the middle of the night and enjoyed it immensely.

The celebration of the first anniversary of the Portuguese Republic had its humorous side in Hongkong as well as in Portugal. Most of my readers, I think, will recognise that there is a spice of humour in the Royalist effort to celebrate the first anniversary of the Republic by overthrowing it, and there is just a suspicion of humour, it seems to me, about the unfurling of the Republican flag by the Consul in Hongkong last week with a band in attendance to charm the audience with such pieces as "The Merry Monarch" and "The Life of the Tsar." Of course, it may be that the life of the Tsar is represented in the song as "a net a happy one," and in the other piece the monarch may be merry only in a Pickwickian sense. I don't know, and the titles are not self-explanatory, but they seem rather out of place in a Republican bill of fare.

As showing that the ways of the heathen Chinese are peculiar, what better illustration could you have than the little story told in the Summary Court last week of the incontinent one who invited his friends to spend a convivial evening with him at a Chinese hotel, and at the end of the feast produced a writ of summons, which at once converted the dinner party into a creditors' meeting? It is a well-known maxim that when favours are sought the bestower of them should be approached when the inner man is satisfied. The debtor in this instance gave his creditors of the best before broaching the unsatisfactory state of his affairs. The result was that all but two let him off on payment of a composition of 25 per cent.

A correspondent writes to me about "The Fire Brigade's Daily Joke." He says:—"You may have heard or seen that the Fire Brigade have lately been practising very amusingly with the fire that every morning at Statue Wharf. This is praiseworthy, but unfortunately, after operations have ceased, it is discovered that the mat roof of the wharf has become ignited from sparks from the boat which entails five minutes' preparation to get the hose into position before the fire can be put out. This happens practically every morning, and on one occasion there were two separate fires in the roof. Perhaps this is the local method of pulling down the roof preparatory to putting up a new one, but presumably the expense will not fall on those responsible for the damage. Of course, all launch traffic at the wharf is stopped during the daily exercises." The Fire Brigade are practising for the annual Inspection and Competitions. But couldn't they manage to practice on the lumber and the out-houses surrounding the Law Courts, and leave the wharf matched alone for a time?

The automobile bonnet, the aeroplane hat and the aeroplane sleeve are to be the reigning fashions. We have had a philosophy of clothes and a history of clothes, but if this sort of thing continues the children of an after century will be able to read the history of our mechanical progress in fragments of decayed millinery. It moves the American poet and, perhaps, it muzzles him; but nothing can stop him.

Of all the devices to send up the price, Give wings to the dollar, our pockets relieve, We'll back the new bonnet with monoplane on it. When flying aloft of the aeroplane sleeve, ROBERT R. RANDOM.

## COMPANY MEETING.

## THE DAIRY FARM CO., LTD.

The fifteenth ordinary yearly meeting of shareholders in the Dairy Farm Co., Ltd., was held at the Company's Depot, 2, Lower Albert Road, at 12.30 p.m. on Saturday. Dr. J. W. Noble presided, and there were also present: Messrs. J. Scott Harston and G. H. Medhurst (directors), Mr. Manuk (secretary), Messrs. J. McCubbin, A. Stevenson, J. M. E. Machado and Chan Tong.

The Secretary read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen, With your permission I will adopt the usual course and take the report and accounts, which have been in your hands for some days, as read. Your Directors are pleased to be able to lay before you a statement of the Company's working for the past financial year, which they trust you will consider satisfactory, more especially if you bear in mind the general depression in almost every branch of trade. That the effect of the Company to supply the purest and the most wholesome food to their patrons is recognised and appreciated by the public, is evidenced by the increase in our turnover during the year under review. In the handling of our various products, especially fresh milk, which constitutes so large a proportion of the food of infants, young children, and invalids, every care and precaution is taken to insure the supply being pure and uncontaminated. In this enlightened era the danger of conveying disease through the medium of milk is too well-known and understood to require elaboration by me. The accounts speak for themselves and call for no special remark, save, perhaps, to mention the oft-repeated fact, that, from one cause and another, our cattle continue to die in such large numbers that we cannot hope to maintain our supply except by the constant renewal of our herd from far distant countries, and that the expense of such renewals is ever on the increase. During the temporary absence of Mr. F. Maitland and the Hon. Mr. Edward Osborne, Messrs. J. Scott Harston and G. H. Medhurst have been invited to fill the vacancies. These appointments have to be confirmed at this meeting. Before proposing the adoption of the report and accounts I shall be pleased to answer any questions to the best of my ability.

There were no questions.

The CHAIRMAN then proposed that the report and accounts as presented be adopted and passed.

Mr. MACHADO seconded, and the motion was carried unanimously.

On the motion of Mr. McCubbin, seconded by Mr. STEVENSON, Dr. J. W. Noble and Mr. J. Scott Harston were re-elected to the directorate.

The appointment of Messrs. J. Scott Harston and G. H. Medhurst to the Board of Directors was confirmed on the motion of Mr. MACHADO, seconded by Mr. McCubbin.

Mr. W. Hutson Potts was reappointed auditor, on the motion of Mr. STEVENSON, seconded by Mr. CHAN TONG.

The CHAIRMAN—That is all the business gentlemen. Thank you very much for your attendance. Dividend warrants will be ready on Monday on application.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

October 7th.

THE MID-AUTUMN FESTIVAL. Yesterday was *Chung On*, or Mid-Autumn Festival, commonly known as Moon-cake Day. For days before the people have been laying in stocks of joss paper, incense and crackers and quantities of the indispensable mooncakes. These latter are a kind of native mincepie, and how anyone eats them without suffering the most acute indigestion surpasses comprehension. It is also the custom to eat pomegranates on this festival, and myriads of this fruit must have been sold lately. After dark, thousands of people go up to the roofs of the houses and pay their respects to the moon by erecting lanterns of weird devices on bamboo poles. Most of the sampans were carrying triangular paper flags ornamented with seven big spots, which are supposed to represent the seven stars. Crackers are burnt in large quantities, and judging from the noise multitudes of people must have remained awake during the greater part of the night. The weather all day yesterday was beautiful and the people seemed to enjoy themselves immensely. Festivals such as the one just noticed are very good for trade, and, as such, are greatly welcomed by shop-keepers.

## SEVERE PUNISHMENT.

A number of political agitators have been dealt with very severely at Fatsan. These men, under the leadership of a medicine seller, had been making speeches in public and their words expressed plainly their revolutionary tendencies. They were arrested and after a somewhat protracted trial the medicine vendor was sentenced to ten years' imprisonment, while his comrades received terms of imprisonment varying from two months to two years. The man sentenced to ten years vigorously protested against the undue severity of his punishment, and he has been advised to appeal to the higher authorities. One of the native journals remarks that at a time when preparation is being made for the establishment of a Constitutional Government, it is monstrous that the right of free speech should be so harshly suppressed.

The British steamer *Strathleven* put in at Nagasaki on the 29th ult. from Kuchinotsu in order to land the fourth engineer, who had sustained somewhat serious injuries by a fall. The steamer is bound from Newchwang to Sourabaya.

## THE POLO CLUB GYMKHANA.

The Polo Club gymkhana race meeting was held on the Race Course at Happy Valley on Saturday afternoon under delightful weather conditions. The sun shone brightly, and its rays were tempered by a light breeze. Notwithstanding the pleasant weather, however, the attendance was poor, probably owing to the number of fixtures for the same afternoon. But the little gathering present witnessed some excellent racing on a fast course. There were good entries in many of the events, and a number of the finishes proved close and exciting. In a few of the races the Pari-Mutuel paid higher dividends than usual on account of the unexpected happening and the favourite taking a second place, while some good accounts were paid over on the Cash Sweeps. The K.O.Y.L.I. band, under Bandmaster Moss, played selections of music during the afternoon. Patrons and officials of the Club are:

Patrons: His Excellency Sir F. J. D. Lugard, G.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Sir A. L. Winslow, B.N., K.C.B., C.V.O., C.M.G.; His Excellency Major-General C. A. Anderson, C.B.

Committee: The Stewards of the Hongkong Jockey Club (Ex-Officio); the Hon. Mr. W. D. Barnes, the Hon. Mr. C. H. Ross, Messrs. H. J. Gedge, H. P. White, R. F. C. Master, C. G. Mackie, Major Withycombe, Capt. Agg and Captain Hughes.

H. E. Major-General Anderson, Judge. Mr. C. G. Mackie and Capt. Hughes, Handicappers.

Capt. Hughes, Clerk of the Course. Capt. Agg, Clerk of the Scales. Mr. C. G. Mackie, 1st Starter. Capt. H. Mallinson, Hon. Sec. and Treasurer.

Results of the different events follow:

HANDICAP FOR ALL CHINA PONIES. Five Furlongs.—Jockeys who have won more than 3 Official Races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. First Prize: Presented by Hon. Mr. C. H. Ross. Second Prize \$25.

Mr. F. S. Forrest's Rejected, 155lb, 5lb penalty (Mr Gegg) 1  
Mr M. H. Logan's Merry Scot, 155lb (Mr David) 2  
Mr C. J. Aston's James, 137lb, 2lb over (Mr Monk) 3

Messrs Hughes and Jervois' Favonius, 152lb (Mr Jervois) 0  
Mr Collis-Browne's Dyllman, 151lb, 4lb over (Owner) 0  
Mr Velox's Grayback, 139lb (Mr Asger) 0  
Mr Bruton's Lymington, 160lb (Mr Seth) 0  
Mr C. Jay's Trowin, 145lb (Mr Master) 0  
Mr Hickman's Raffles, 137lb, 2lb over (Mr Lewis) 0

After four false starts the field of nine ponies was sent off in straggling order. Rejected took the lead, being followed by Merry Scot, with Trowin third. The position was the same passing the village, but Rejected gradually increased his lead and was well ahead of the field in the home run. Here Merry Scot was given a free rein and persuasion but was a length behind the leader at the winning post, James being three lengths behind the second pony.

Time—1 min. 18 2/5 secs.

PARI-MUTUEL.  
Winner ... .. \$36.60  
1. Ticket No. 9 ... .. \$132.37  
2. " 18 ... .. 37.80  
3. " 29 ... .. 18.90

LADIES' NOMINATION. FIVE FURLONGS.—For China Ponies Subscription Grifflins of any season and bond side Polo Ponies certified as such by the Secretary Hongkong Polo Club and which have been regularly played since 15th July, 1911. Catch weights 152 lbs. Winners of races including races on off day and at all Gymkhana of this and previous years of one race 7 lbs. extra of two races 14 lbs. extra, and of three or more races 21 lbs. extra. Jockeys who have won more than 3 Official races in Hongkong, Shanghai or Tientsin penalised 5 lbs.

Ponies to be nominated by a Lady. Entrance fee \$5. First and Second Prizes presented by the Polo Club.

Mr Ching's Urgent, nominated by Miss E. Davidson, 159 lb (Mr Seth) 1  
Mr M. W. Bishop's Sonny Jim, nominated by Mrs Bishop, 152 lb (Mr David) 2  
Mr H. A. Law's Seaweed, nominated by Miss E. Potts, 159 lb (Mr Collis-Browne) 3

Seaweed had the best of the start, and was followed by Urgent, with Sonny Jim bringing up the rear. Entering the straight Urgent was sent to the front and, although challenged by Sonny Jim, passed the winning post first with a couple of lengths to spare.

Time—1 min. 4 secs.

PARI-MUTUEL.  
Winner ... .. \$7  
1. Ticket No. 31 ... .. \$226.80  
2. " 63 ... .. 64.80  
3. " 29 ... .. 32.40

SWEETFAKE. ABOUT TWO FURLONGS STRAIGHT.—For bond side Polo Ponies that have been played regularly since 15th July, 1911. Catch weights 168 lbs. Owners up. Entrance fee \$5.

Major Withycombe's Tregos, 168 lbs (Owner) 1  
Mr H. A. Law's Ramp, 168 lbs (Owner) 2  
Mr C. H. Ross' Ben More, 170 lb (Owner) 3  
Captain Mallinson's Polar Bear, 205 lb (Owner) 0  
Capt. Mallinson's Jorrocks, 168 lb (Mr Jervois) 0  
Mr H. F. Carter's Handy, 175 lbs (Owner) 0  
Mr G. H. Kent's Tokio, 174 lb (Owner) 0  
Captain Mallinson's Baluchi Chief, 168 lb (Mr Collis-Browne) 0

Eight ponies faced the starter in this two furlong scurry, and were despatched to a good start. Tregos took the lead, and maintained it until the winning post was reached, romping home an easy winner. It was a close call for second place between Ramp and Ben More, the former just beating the pony ridden by Mr. Ross.

Time—24 secs.

PARI-MUTUEL.  
Winner ... .. \$7.20  
1. Ticket No. 72 ... .. \$277.20  
2. " 40 ... .. 79.20  
3. " 82 ... .. 39.60

HANDICAP.—ONE MILE.—For China Ponies Subscription Grifflins of the season 1910 and 1911. Jockeys who have won more than 3 Official Races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. First Prize: Presented by the Officers K.O.Y.L.I. Second prize \$25.

Mr F. S. Forrest's Rejected, 155 lb, 5 lb penalty (Mr Gegg) 1  
Mr T. S. Forrest's Absorbent, 155 lb, 5 lb penalty (Mr Gegg) 2  
Mr Ellis' Kadourie's Matchless Chief, 144 lb, 5 lb over (Mr Master) 3  
Mr Ching's Urgent, 137 lb, 2 lb over (Mr Monk) 0

Urgent caused some delay at the start, but eventually the field went away together, Matchless (chief taking the lead and being followed by Urgent, Trales and Alacrité in the order named. Passing Bowington Urgent went to the front, while Trales and Alacrité lessened the distance which intervened between the leaders.

Matchless Chief passed Urgent at the incline and led the way into the straight, where Alacrité overtook the leader and assumed premier position. In the home run, however, he was overhauled by Trales, who gamely responded to the persuasions of his rider, and with a grand final sprint won by a length, Matchless Chief being a poor third.

Time—2 min 00 2/5 secs.

PARI-MUTUEL.  
Winner ... .. \$38.50  
1. Ticket No. 92 ... .. \$236.65  
2. " 11 ... .. 81.90  
3. " 101 ... .. 40.95

HANDICAP.—ONE AND HALF MILES.—For all China Ponies. Jockeys who have won more than 3 Official Races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. First Prize: Presented by Hon. Mr. W. D. Barnes. Second Prize \$25.

Mr M. H. Logan's Merry Scot, 152 lb (Mr David) 1  
Messrs Hughes and Jervois' Favonius, 158 lb (Mr Jervois) 2  
Mr Bruton's Oil King, 159 lbs, 5 lbs penalty (Mr Gegg) 3

Mr James' Brushwood Boy, 154 lbs (Mr Monk) 0  
Mr Ellis' Kadourie's Arcadian Chief, 153 lb (Mr Seth) 0  
Mr C. Jay's Trowin, 144 lbs, 4 lbs over (Mr Master) 0

The flag fell to a good start, Favonius taking the lead with Brushwood Boy second, Arcadian Chief third, and the rest of the field following in open order. Favonius gave way to Brushwood Boy, passing Bowington, the position of the other ponies being unchanged until the straight was entered. Passing the grandstand for the first time Brushwood Boy was in the van, with Arcadian Chief second and Oil King third. At the golf stand the field closed up and Favonius overhauled Oil King and then relieved the Chief of second place.

The field rounded the village bend and entered the straight in a bunch, Favonius being first into the home stretch, where he was challenged by Oil King. Then Merry Scot drew level with the King and in the final stages overtook and passed Favonius, winning an excellent race by half a length, while a length separated Favonius and Oil King.

Time—3 min. 23 3/5 secs.

PARI-MUTUEL.  
Winner ... .. \$31  
1. Ticket No. 106 ... .. \$308.70  
2. " 28 ... .. 88.20  
3. " 125 ... .. 34.10

ONE MILE.—For all China Ponies that have never won a Race of any sort up to time of starting (Ladies' Nomination Races at this season's Gymkhana excepted). Weight for inches as per scale. Jockeys who have won more than 3 Official Races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Entrance fee \$5. First Prize: Presented by Mr. H. J. Gedge. Second Prize \$25.

Mr C. J. Aston's James, 137lb, 5lb penalty (Mr Gegg) 1  
Mr H. T. Hickman's Raffles, 152lb (Mr David) 2  
Mr Bruton's Lymington, 155lb (Mr Seth) 3

The three starters in the last race went off together, James leading the way, but being passed by Lymington shortly after the start. Raffles lying a close third. The position was the same as far as Bowington, where James gained went to the front and Raffles moved neck and neck with Lymington. James held his lead into the straight, where he was challenged by Raffles, the latter covering the ground in the home run at a tremendous pace. But the speed proved too high, and Mr Hickman's pony shot his bolt with the winning post in sight, James passing it first with a couple of lengths to spare.

Time—2 min. 14 2/5 secs.

PARI-MUTUEL.  
Winner ... .. \$8.70  
1. Ticket No. 120 ... .. \$374.85  
2. " 60 ... .. 107.10  
3. " 41 ... .. 53.55

SOCIETIES AND CLUBS.

THEIR MORE EFFECTUAL CONTROL. At the next meeting of the Legislative Council, a Bill will be introduced providing for a more effectual control over Societies and Clubs. The "Objects and Reasons" are explained by the Registrar-General as follows:—

The object of the bill is to provide means of controlling the numerous clubs and societies which have come into existence in Hongkong during the last few years.

Some of these societies have been used in the past for the purpose of bringing illegal pressure to bear on persons other than members, and it is feared that in the present state of affairs such occurrences may be repeated, and disorders fomented and it is desired to give the Government opportunities of obtaining full particulars about these societies and of suppressing them where necessary. It is hoped also that the Ordinance will be useful in giving the Registrar a stronger position if guidance or advice appear to be called for.

The Ordinance will also enable control to be exercised more effectively over working men's clubs such as those which were responsible for the riots in 1894.

The Trial and Unlawful Societies Ordinance, 1897, is repealed, and all its effective provisions are included in the present bill.

The bill is framed on the same lines as the Ordinance in force in the Straits Settlements. It is necessary to include all clubs and societies, but in practice a very large number will be permanently exempted from registration.

## OXFORD LOCAL EXAMINATIONS.

The Acting Warden of St. Stephen's College (Mr. G. A. Hancock, M.A.) has received a cable announcing the following candidates as having passed in the recent Oxford Local Examinations:

## Preliminary.

St. Stephen's College.—Fok Wing Kau, Lung Yun Lung, Lau Kua Ching, Poon Yau Chi, Ho Nai Chak, Wong U Tai, and Han On Wa.

St. Paul's College.—Au Lee Yan, Robert Yip, Li Kai Fong, David Au, Yung Hui Lun, Chan U Kwan, and Edmund Lee.

St. Stephen's Girls' School.—Chau Zee Ching, Leung Yat Kwan, Shee Wai Ching and Tse Mee Ching.

## Junior.

St. Stephen's College.—Lam Fak, Mok Hing Kin, Ng Sze Ho and Tang Hui Wo.

St. Paul's College.—Li King Hong, Wong Siu Ying and Sui Cheung.

## Senior.

St. Stephen's College.—Yang Hing Hang A.A.; Chan Yu Cho, A.A.; Lai Hui Chin, A.A.; Lai Hui Young, A.A.; Lau Chan, Lo Kwan In, A.A.; Tang Ying Ham; Wong Po Kei, A.A.; Wong Oi Kut, A.A.

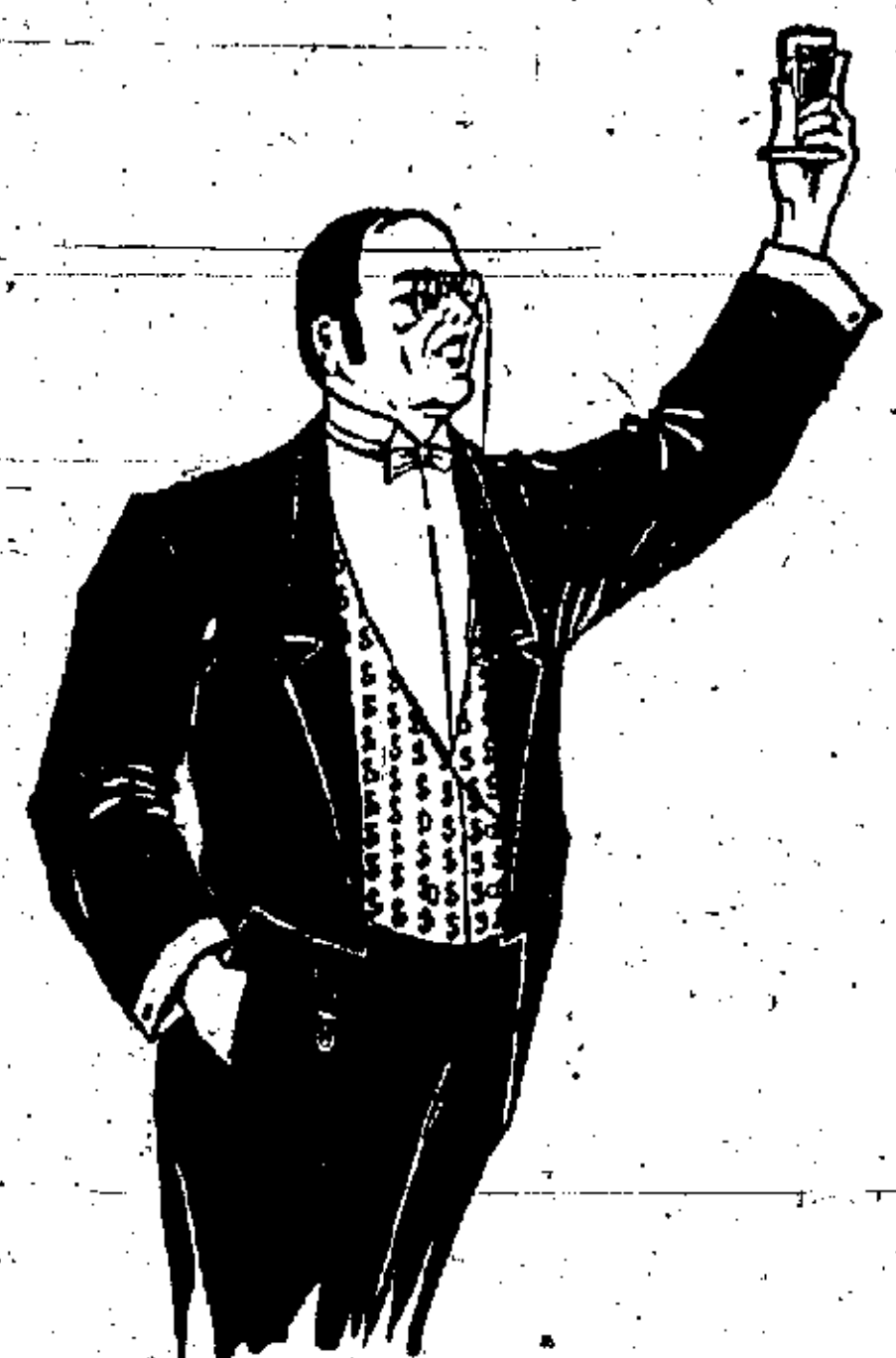
St. Paul's College.—Thomas Chan.

St. Stephen's Girls' School.—Ma Hon Ting and Ng See Hing.

It will be noted that 7 of the 9 successful senior students of St. Stephen's were enabled to get the A.A. of Oxford, while 3 obtained distinction in some subject or subjects. The results rank as the most successful in the history of the school, and all nine recommended candidates passed. This examination, which is to form the entrance test of the University, is gradually becoming recognised as a College exit test also, and great satisfaction has been expressed at the remarkably successful record of St. Stephen's.

## INTIMATIONS

## BROWNING'S OLD TOM GIN.



"An Ideal Drink for Summer."

SOLE AGENTS:

H. RUTTONJEE &amp; SON,

WINE &amp; SPIRIT MERCHANTS.

[50]

Chas. J. Gaupp &amp; Co.

Have Just Received a New

Selection of Goods from

MAPPIN &amp; WEBB,

LONDON,

Comprising—

SILVER CUPS,

PRESENTATION PLATE,

TEA SERVICES,

and

PRIZES PLATE,

TABLE WARE,

CUTLERY,















## THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE &amp; PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

Steamers	Tons	Captain	To Sail on or About
KUMERIC	11,000	G. B. McGill	10th October.
LUCBRI	11,000	J. Mathie	25th October.
STRATHLYON	8,000	J. R. Shaw	21st November.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.  
KING'S BUILDING, PRAYA CENTRAL.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.  
From Hongkong: 26th October.  
From Colombo: 12th November.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,  
(MANAGING AGENTS).

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE. Ports transshipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.  
From Hongkong: Frequent Sailings.  
From Calcutta: End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,  
(MANAGING AGENTS).

## NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

## ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.  
S.S. "DUNERIE" ... 3,000 tons ... to be despatched End December.  
S.S. "KATANGA" ... 5,600 tons ... to follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,  
(MANAGING AGENTS).

Hongkong, 28th August, 1911.

## U.S. MAIL LINE.

## PACIFIC MAIL S.S. CO.

## SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most fertile and beautiful island of the PACIFIC.

STEAMERS	Tons	Sailing Dates
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	
MONGOLIA	27,000	

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOYACHI, YOKOHAMA and HONOLULU, on SATURDAY, 28th October, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, to United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

## INTERMEDIATE SERVICE.

PERSIA ..... 9,000 Tons ..... FRIDAY, 20th Oct., at 1 P.M.  
CHINA ..... 10,200 Tons ..... FRIDAY, 17th Nov., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, 20th Oct., at 1 P.M. On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports £43.

HONGKONG to SAN FRANCISCO via New York £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	—	JAPAN	First half of Oct.
TJIPANAS	SHANGHAI	First half of Oct.	JAVA	First half of Oct.
TJIMANOER	JAVA	—	JAVA	First half of Oct.
TJITAROEM	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJILIWONG	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	SHANGHAI	Second half of Oct.	JAVA	Second half of Oct.
TJILATJAP	JAVA	First half of Nov.	SHANGHAI	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.  
York Buildings, 1st Floor.  
Hongkong, 3rd October, 1911.  
Telephone No. 375.

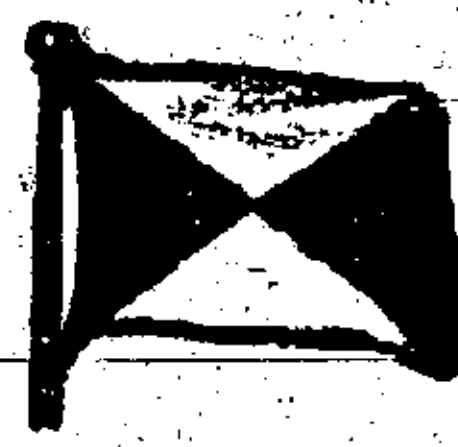
## SWEDISH EAST ASIATIC CO., LTD.

## GOTHENBURG.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS.  
SHANGHAI, YOKOHAMA, KOBE & MOI "PERING" About 10th November.  
For Freight and Further Particulars, apply to Telephone No. 171.

OLEOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.  
YORK BUILDINGS Top Floor.



## PHILIPPINES S.S. CO.

STEAMSHIP	Tons	Captain	FOR	SAILING DATE
RUBI	4000	S. Crook	Manila, Cebu & Iloilo	On 11th Oct. 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th Oct. 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.  
Hongkong, 7th October, 1911. PHILIPPINES S.S. Co. 13

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, &amp;c.

Head Office for the Far East: 16, DES VOUTS ROAD, HONGKONG.  
SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.  
CHIEF OFFICE: LUDGATE CIRCUS LONDON, E.C.

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, on route to Yangtze.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Yokohama.

Atlas, admiral's tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. J. M. Barker, Yangtze.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lynes, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. B. Yalla, en route to Shanghai.

Fama, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, cruising.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, cruising.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 i.h.p., Lieut. Comdr. Hon. Guy Stopford, Hongkong.

Jaune, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Lt. Comdr. M. B. R. Blackwood, cruising.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farghhar, Hongkong.

Kinsha, river gunboat, 616 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyne, Shanghai.

Marlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Comdr. B. O. M. Davy, Labuan.

Minotaur, armoured cruiser (flagship), Vice-Admiral Sir A. E. Winthrop, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, cruising.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Yokohama.

Moorean, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Louth, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.O., Yokohama.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillierden-Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 5,300 i.h.p., Comdr. Lambie, cruising.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West River.

Rossie, depot ship for Submarines, 950 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo-boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.

Tanager, receiving ship, 4,650 tons, 6 guns, Commodore Eyre, Hongkong.

Tesl, river gunboat, 130 tons, 2 guns, 300 i.h.p., Lieut. Comdr. E. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Shanghai.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Harold D. Adair, Hall, cruising.

Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. R. L. Hancock, Singapore.

Whiting, torpedo-boat destroyer, 360 tons, 8 guns, 5,900 h.p., Lieut. Comdr. G. E. Hartford, cruising.

Widgeon, gunboat, 195 tons, 2 guns, 800 i.h.p., Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooke, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.

Submarines:—

No. 36, Godfrey Herbert, Lieut. Comdr.

No. 37, A. A. L. Fenner, Lieut. Comdr.

No. 38, J. R. A. Codrington, Lt. Comdr.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The P. M. S.S. Co. str. *Pavia* from San Francisco was dispatched from Yokohama on the 3rd inst. on route to Hongkong, and is due to arrive at Hongkong on the 11th inst.

The P. M. S.S. Co. str. *Korea* sailed from San Francisco on the 19th ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on the 20th inst.

The P. M. S.S. Co. str. *Siberia* was dispatched from San Francisco on the 4th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 31st inst.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Deutscher Waldemar* left Sydney on the 23rd ultimo, at 11 a.m., and may be expected here on or about the 16th inst.

The str. *St. Albans* left Sydney on the 27th ult. for this port via Queensland ports, Port Darwin and Manila.

The Indo-China str. *Aki Maru* (European Line) left Shanghai for this port on the 6th inst., and is expected here to-day.

The N.Y.K. str. *Tosa Maru* (Bombay Line) left Bombay for this port via ports on the 22nd ult., and is expected here to-morrow.

The Dordwell Line str. *Satsuma* arrived at Keelung on the 3rd inst. morning, and will leave for Hongkong on or about the 5th inst., via Foochow.

The T.K.K. str. *Shingo Maru* left San Francisco on the 27th ult., en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is expected to arrive here on or about the 24th inst.

The str. *Glenelg* passed the Suez Canal on the 29th ultimo, and is due here on or about the 31st inst.

The T.K.K. str. *Hongkong Maru* sailed from Calcutta on the 26th ultimo, and is expected to arrive at this port on or about the 27th prox.

The Mogul Line str. *Lothian* left the United Kingdom on the 24th ult. for Hongkong via the Straits.

## TYPHOON DAMAGE IN LUZON.

A terrible typhoon swept over the mountains of northern Luzon last week. According to a topographic report made by the senior inspector at Baguio the blow struck the mountain capital with unprecedented violence. The force of the wind completely demolished and destroyed the barracks and quarters of the senior inspector. The old provincial building collapsed entirely.

It is not known just what the total loss of life is, but it has been definitely ascertained that 14 Filipinos were killed at the Antimok mine and it is reported that the mills of both the Antimok and the Consolidated mines are badly damaged.

The Benguet road, which suffered so severely, and many think irreparable, from the July storm in those mountains, has again been considerably affected. The Naguilian trail, known to many as the "back road" to the mountain capital, is reported as being badly damaged as well.

No further details are available regarding the results of the storm, this being the first message that has been received over the wires from the mountain capital, all communication having been cut off for several days.

## DAGUPAN INUNDATED.

Fresh reports of the destruction wrought by the recent heavy rains to the north of Manila were brought in by Dr. Warren G. Smith, chief of the division of mines, bureau of science, and party of four accompanying him, who returned from a trip into the affected region. The rice crop is still inundated, though apparently not damaged, and it is believed that should the water go down within four or five days there will be one of the greatest crops ever seen. In the vicinity of Alaminos, western Pangasinan, rice is selling at P5.50 per cavan, far below the price quoted in Manila.

Dagupan is well under water, as is Lingayen, between Bantua and Moncada. There are 15 kilometers of railroad track under water, and in some places the flood reaches to within five feet of the top of telegraph poles, to which stranded snakes cling. Travel is entirely by banca. Leaving Dagupan Sunday morning, Dr. Smith, Mr. Robinson of Baguio, and three members of the division of mines walked 35 kilometers to Bantua and proceeded by banca the remaining 15 to the railroad terminal. They left 24 hours before arriving at Moncada. Due mainly to the steady rise of water, the native inhabitants of the flooded country were able to escape, leaving their shacks to be flooded to the peaks. The road around San Fabian is badly washed out, so that it will be some time before operations can be resumed on the railway.

## LOST EMERALD MINE FOUND.

SPANISH WORKINGS IN SOUTH AMERICA PROMISE MANY GEMS.

"The continued increase in the values of emeralds during the last ten years—until at present they exceed diamonds—has considerable interest," says the *Mining and Engineering World*, to the recent rediscovery of one of the old Indian emerald mines in the South American Andes which was lost for over a century. The real emeralds, as distinguished from Siberian stones, which are not at all comparable in beauty to the South American gems, are entirely produced from one mining district called Muzo, in the republic of Colombia, South America. The gem was mined by the native Indians for centuries previous to the discovery and conquest of the plateau of Bogotá in the Andes and the Indians operated three mines widely separated geographically, named Muzo, Cosquez and Somondoco.

About 1555, under Capt. Pedro de Valenzuela, the Spanish conquistadores took over the mines, enslaved the native Indians and compelled them to work the mines. So eager were the Spaniards to get rich quickly that atrocious cruelties were practiced on the Indian workers, and this was carried so far that finally the people complained to the Crown (King of Spain) that the enormous deaths of the Indians employed in the mines adversely affected the ecclesiastical revenues. This resulted in the importation of African negroes, but eventually the mines were partly closed. During the war of independence in 1816 and later the whole region was so desolated that two of the mines, Cosquez and Somondoco, were entirely lost, and Muzo has produced all the gems since that time. It has been profited, but the output has been steadily declining during the last ten years and according to the very best information the ultimate practical abandonment must come in the near future unless new veins are uncovered, which is deemed improbable by the English engineers formerly in charge of the workings.

For several years a Colombian named Francisco Restrepo, guided only by a few hints contained in ancient Spanish parchment maps in the Government archives in Popayan, wandered far and wide looking for the lost emerald mine of Somondoco. Señor Restrepo knew nothing of geology nor emeralds, yet in 1895 he came upon traces of ancient workings and later uncovered very extensive workings which proved to be the real treasure trove, the lost emerald mine of Somondoco, which gives every promise of duplicating the wonderful record of Muzo, which probably was \$2,000,000 to \$4,000,000 annually for a century and for unknown centuries in pre-Spanish times.

## STEAMERS PASSED THE CANAL.

September 15th—*Atchoua*, Benavon, *Cyclops*, *Alphon*, *Prince*, *19th*, *Ceylon*, *Kennebec*, *Silecia*, *Vandellia*, *Arctica*, *Freycinet*, 23rd—*Atchoua*, *Benavon*, *Jacire*, *Namur*, *Nora*, *Yuanan*, 26th—*Benavon*, *Kawachi*, *Namur*, *Nora*, *Yuanan*, *Nelusa*, 29th—*Dumbea*, *Glenelg*, *Silecia*, October 3rd—*Atchoua*, *Benavon*, *Carmartine*, *Enchere*, *E. F. Ferdinand*, *Hiltschi*, *Maru*, *Machao*, *Kanagawa*, *Maru*, *Palermo*, *Peleus*, *Prins*, *Ludwig*, *Tata*, *Indravelli*, 7th—*Achilles*, *Indravelli*, *Palawan*, *Polynesie*, *Stavencia*, *Socotra*.

## ARRIVALS AT HOME.

October 6th—*Hirano Maru*, *Indien*, *Seyon*.

## ON SALE.

## THE FIFTY YEARS ANGLIO-CHINESE CALENDAR.

日曆英中年十五

FROM 1ST JANUARY, 1864 TO 31st DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 70th CYCLE TO THE 50th YEAR OF THE 76th CYCLE.

PRICE \$2 CASH.

On Sale at the HONGKONG DAILY PRESS OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

## WEATHER REPORT.

On the 8th at 12.15 p.m.—The barometer has fallen considerably over Japan, and risen slightly on the China coast.

The depression lying in the neighbourhood of Vladivostok yesterday is moving towards N.E. to the North of Japan. A shallow depression, which is moving in the same direction, is shown also over S.W. Japan.

Areas of high pressure are lying over N. China, and over the Pacific to the S.E. of Japan.

Moderate N.E. monsoon will continue to prevail over the China coast and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District FORECAST.

\* Hongkong & Neighbourhood

Formosa Channel ... Same as No. 1.



## SHIPPING

## ARRIVALS.

CHONGKING, British str., 1,223, V. Liddell, 8th Oct.—Tientsin and Peking 1st Oct. General—Jardine, Matheson & Co.  
CHONGKING, British str., 1,223, Kay, 7th Oct.—Hongkong 4th October, Coal—Butterfield & Swire.  
CHOISING, German str., 1,025, T. Bridon, 7th Oct.—Bangkok 27th Oct., Rice and Rosewood—Butterfield & Swire.  
CHOSHUY MARU, Japanese str., 1,301, K. Sakurai, 7th October—Fookchow 4th Oct. General—Osaka Shosen Kaisha.  
FLINTSHIRE, British str., 2,404, J. C. Candy, 7th October—Singapore 1st Oct; General—Jardine, Matheson & Co.  
FUKUI MARU, Jap. str., 4,189, H. Tominaka, 6th October—Moji and Japan 29th Sept. Coal—Mitsui Bussan Kaisha.  
HATTAN, British str., 1,182, P. S. Roach, 8th Oct.—Sunderland 7th Oct., General—Douglas, Laiprak & Co.  
HALVARD, Norwegian str., 1,066, C. Anderson, 8th Oct.—Bangkok 27th Sept. and Hoihow 7th Oct. General—Siam-China S.S. Co.  
HONGKONG, French str., 739, A. Cornelissen, 6th October—Haiphong 3rd and Pakhoi 4th Oct., General—A. R. Marty.  
MARIE, German str., 1,169, H. Schalter, 7th Oct.—Saigon 2nd Oct., Rice and General—Jensen & Co.  
PRINZ SIGISMUND, German str., 3,302, F. Brinling, 6th Oct.—Japan 2nd October, General—Melchers & Co.  
TAISHUN, Chinese str., 8th Oct.—Canton.  
TOSHIYUKI MARU, Japanese str., 2,559, S. Watanabe, 7th October—Mitsui 1st Oct. Coal—Mitsui Bussan Kaisha.  
ZAKIRO, American str., 1,610, M. C. Smith, 8th October—Manila 4th Oct. Hemp and Sapanwood—Shewan, Tomes & Co.

## DEPARTURES.

CHOWTAI, German str., for Hoihow.  
HANOI, French str., for Haiphong.  
J. B. ACO KESSLER, Dut. str., for Balikpapan.  
LAISANG, British str., for Singapore.  
LOONGSANG, British str., for Manila.  
SOTAI, German str., for Canton.  
SOSHI MARU, Japanese str., for Swatow.  
SUIRANG, British str., for Singapore.  
TUNAMU, Dutch str., for Kobe.  
8th October.  
ASAMI MARU, Japanese str., for Port Arthur.  
DAIOI MARU, Japanese str., for Swatow.  
FLINTSHIRE, British str., for Shanghai.  
FUKUI MARU, Japanese str., for Moji.  
FUKURA MARU, Japanese str., for Shikuyao.  
GLENSK, British str., for Batavia.  
KRENN, British str., for Manila.  
LINAN, British str., for Shanghai.  
PAOTING, British str., for Swatow.  
PRINZ SIGISMUND, German str., for Australia.  
TRIUMPH, German str., for Hoihow.

## SHIPPING REPORT.

The British str. *Windsor* reports: Moderate E.N.E. winds and fine weather.  
The British str. *Chongking* reports: Fresh monsoon, moderate sea and clear.  
The American str. *Zakiro* reports: Weather clear and pleasant, light winds and smooth sea.  
The German str. *Prinz Sigismund* reports: Heavy N. to N.E. gale, heavy rain squalls and high swell.

## PASSENGERS.

ARRIVED.  
Per *Chongking*, from Hongkong, Mr. Prickel.  
Per *Windsor*, from Swatow, Lieut. Mullen and Mr. Focher.  
Per *Prinz Sigismund*, from Yokohama, for Genoa, Mr. Hagenmann.  
Per *Hongkong*, from Haiphong, &c. Mr. B. Simons Israel, Mr. Menace and Miss Bidwell.  
DEPARTED.  
Per *P. E. Friedrich*, for Shanghai, Mr. W. Schadd, Mrs. G. M. Whuloh, Mrs. D. Gubay, Miss Judith, Mr. T. W. Taylor, Mr. W. W. North, Miss M. Jones, Mr. Carl. Illing, Miss F. Chyano, Mr. Samuel Lee and Miss L. Marcel; for Nagasaki, Mr. Matsushima; for Kobe, Mr. A. H. Cable, Mr. Thomas Neave and Mr. S. Yamahara; for Yokohama, Dr. B. F. Kreyer, Mr. and Mrs. V. Church, Mr. and Mrs. Grundy, Rev. Laughlin and Rev. Quysne.  
Per *Chongking*, for Singapore, Mr. E. M. Bowls, Major C. H. Harrington, Mr. and Mrs. W. Rosenfield, Miss L. S. D. Hooper, Mr. L. En. Con and family, Dr. Souza Lionel, Mr. E. Myamoto, Mr. and Mrs. Ohabe, Mr. A. Campbell and Miss Okimi; for Penang, Mr. T. Ho, for Port Said, Mr. G. W. Cutting, Jr., for Genoa, Mr. R. M. Gleas, Mr. H. E. Sprangle, Mr. E. Zobel de Agate, Mrs. W. F. Tracy and Mr. P. H. Dowling; for Naples, Mr. W. W. Hatch; for London, Mr. Read and Mr. Peter Chow; for Southampton, Mr. Crok; for Hamburg, Mr. and Mrs. Jensen and child.

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.  
With Liberty to Call at the Malabar Coast.)

## THE Steamship

"WELSH PRINCE."  
Capt. Sheppard, will be despatched for the above Ports on TUESDAY, the 17th October.  
For Freight and Passage, apply to  
ARNHOLD, KARBBERG & Co.,  
General Agents.  
Hongkong, 26th September, 1911. [1186]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (Direct).  
Call at SINGAPORE, PENANG,  
CALCUTTA, COLOMBO, ADEN,  
SUZ and PORT SAID.  
(Taking Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).  
THE Company's Steamship

"AUSTRIA."  
Capt. Raich, will be despatched as above on THURSDAY, 26th Oct., 2 P.M.  
This steamer has capital accommodation for passengers, electric light and carries a doctor.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & Co.,  
Agents,  
Princes Buildings,  
Hongkong, 28th September, 1911. [13]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA USUAL PORTS OF CALL.	DMHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 14th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le Mare	P. & O. S. N. Co.	About 1st Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FURST BULOW	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINE	On 13th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BROGRAVIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERIKA LINE	On 22nd inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SACHSEN	Ger. str.	k.w.	Wagner	HAMBURG-AMERIKA LINE	On 11th Nov.
HAYRE & HAMBURG VIA STRAITS, &c.	SURVIA	Ger. str.	k.w.	Rassau	HAMBURG-AMERIKA LINE	On 13th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SINGAPORE	Ger. str.	k.w.	Reckhorn	HAMBURG-AMERIKA LINE	On 28th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	AI MARU	Jap. str.	—	Brohmer	HAMBURG-AMERIKA LINE	On 10th Nov.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 11th inst., at D'light
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 25th inst., at D'light
NAPLES GENOA ALGIERES, GIBRALTAR & SOUTHAMPTON	DERFFLINGER	Ger. str.	—	E. Proesch	MELCHERS & Co.	To-morrow, at Noon
TRIESTE, &c. VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Raich	MELCHERS & Co.	On 18th inst., at Noon
BOSTON & NEW YORK	SANUMA	Brit. str.	—	Sheppard	SANDER, WIELER & Co.	On 26th inst., at 2 P.M.
BOSTON & NEW YORK	WELSH PRINCE	Am. str.	—	Sheppard	SANDER, WIELER & Co.	About 12th inst.
NEW YORK	SANT PATRICK	Brit. str.	—	C. B. McGill	ARNHOLD, KARBBERG & Co.	On 17th inst.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	KUMERIC	Brit. str.	—	W. Davidson	ARNHOLD, KARBBERG & Co.	About 23rd inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	ONTARIO	Brit. str.	2 m.	W. Davidson	THE BANK LINE, LIMITED	To-morrow.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	CANADA MARU	Jap. str.	—	S. Robinson	CANADIAN PACIFIC R. Co.	On 14th inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	E. Bent	OSAKA SHOSHEN KAISHA	On 17th inst., at 11 A.M.
SAN FRANCISCO VIA KEELUNG, SHANGHAI & JAPAN, &c.	TENYO MARU	Brit. str.	—	E. Bent	CANADIAN PACIFIC R. Co.	On 4th Nov., at 6 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERIA	Brit. str.	—	E. Bent	OSAKA SHOSHEN KAISHA	On 13th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	KOREA	Am. str.	—	M. Winokler	PACIFIC MAIL S.S. Co.	On 20th inst., at 1 P.M.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	Wm. Thompson	PACIFIC MAIL S.S. Co.	On 28th inst., at 1 P.M.
KOBE & YOKOHAMA	ATSUMA MARU	Jap. str.	—	F. Isacke	NIPPON YUSEN KAISHA	On 27th inst., at Noon
NAGASAKI, KOBE & YOKOHAMA	PRINZ WALDEMAN	Ger. str.	—	T. Sekine	MELCHERS & Co.	On 13th inst., p.m.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	J. P. Schotte	NIPPON YUSEN KAISHA	On 17th inst.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	TUMAHU	Dut. str.	—	J. P. Schotte	JAVA-CHINA-JAPAN LUN	On 25th inst., at Noon
WEIHAIWEI & TIENTSIN	YAMATO MARU	Jap. str.	—	Hooker	TOYO KISEN KAISHA	Quick despatch.
TIENTSIN	HUICHOW	Brit. str.	1 m.	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon
SHANGHAI, KOBE & MOJI	CHONGKING	Brit. str.	—	G. P. Hudson	DAVID SASSOON & Co., Ltd.	On 12th inst., at 4 P.M.
SHANGHAI VIA SWATOW	ABRATON APCAR	Brit. str.	—	G. P. Hudson	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon
SHANGHAI, KOBE & MOJI	CHONGKING	Brit. str.	—	T. S. S. S.	NIPPON YUSEN KAISHA	To-morrow, at Noon
SHANGHAI	TOIA MARU	Jap. str.	—	W. B. Hickey	NIPPON YUSEN KAISHA	On 11th inst.
SHANGHAI	YANFANG	Brit. str.	—	J. B. Harris	BUTTERFIELD & SWIRE	On 12th inst., at 8 A.M.
SHANGHAI, KOBE & MOJI	FOOKSANG	Brit. str.	1 m.	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon
SHANGHAI, TSINGTAI, KOBE & YOKOHAMA	YOKOK	Ger. str.	—	J. B. Harris	MELCHERS & Co.	On 18th inst., at Noon
SHANGHAI	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	About 18th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAGASAKI	Ger. str.	k.w.	F. E. Andrews, R.N.E.	P. & O. S. N. Co.	On 19th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PRINZ WALDEMAN	Ger. str.	k.w.	Sandstedt	HAMBURG-AMERIKA LINE	About 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	A. E. Baker	P. & O. S. N. Co.	On 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	About 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	Rooy	BUTTERFIELD & SWIRE	On 21st inst., at Noon
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	J. S. Rosch	OSAKA SHOSHEN KAISHA	On 11th inst., at 10 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	W. C. Pasmore	DOUGLAS LARPAK & Co.	To-morrow, at 1 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	J. W. Evans	DOUGLAS LARPAK & Co.	On 13th inst., at 1 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	Pennfather	BUTTERFIELD & SWIRE	On 17th inst., at 1 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	S. Crosby	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	P. H. Bolte	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 2 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	A. V. Outerbridge	BUTTERFIELD & SWIRE	On 14th inst., at 2 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	M. C. Smith	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	J. B. v. Damme Jelm	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 2 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	Balito	JAVA-CHINA-JAPAN LUN	On 21st inst., at 2 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	K. Seyda	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	S. H. Belson	NIPPON YUSEN KAISHA	On 11th inst., at Noon
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	Bradely	DAVID SASSOON & Co., Ltd.	To-morrow, at 3 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	F. Sembill	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	E. de Catalano	MELCHERS & Co.	Middle of Oct.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 11th inst., at 9 A.M.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAITS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER,"	17,000	Wednesday, 18th Oct., at Noon
SHANGHAI, TSINGTAI, KOBE and YOKOHAMA	"YORCK,"	17,000	About 18th Oct.
KOBE and YOKOHAMA	"PRINZ WALDEMAN,"	6,000	About 17th Oct.
KUDAT and SANDAKAN	"CORNE F. SEMBIL,"	5,000	Middle of Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.  
Hongkong, 6th October, 1911.

## PASSENGER SEASON 1912.

## NORDDEUTSCHER LLOYD. BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER"	17,300	ON FEBRUARY 21ST.
"PRINZ EITELFRIEDRICH"	16,000	ON MARCH 5TH.
"YORCK"	17,000	ON MARCH 20TH.
"PRINZESS ALICE"	20,300	ON APRIL 2ND.
"LUETZOW"	17,300	ON APRIL 17TH.
"KLEIST"	17,000	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.  
CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.  
All the Steamers of the European Line are fitted with Wireless Telegraphy.  
EARLY BOOKING RECOMMENDED.  
For Further Particulars, apply to  
MELCHERS & Co., GENERAL AGENTS.  
Hongkong, 1st September, 1911. [1087]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong.

"MONTEAGLE" SATURDAY, 14th Oct.

"EMPERESS OF INDIA" SAT., 4th Nov.

"EMPERESS OF JAPAN" SAT., 2nd Dec.

"MONTEAGLE" SATURDAY, 30th Dec. 1912

"EMPERESS OF INDIA" SAT., 27th Jan.

"EMPERESS OF JAPAN" SAT., 24th Feb.

Steamers leave HONGKONG at 6 P.M.

THE SHANGHAI NAGASAKI (THROUGH THE INLAND SEA OF JAPAN) KOBE EXPRESS, and at ST. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10

Intermediate on Steamers ..... \$43

1st Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" or the Intermediate Passengers only, at Intermediate rates.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prave opposite Blake Pier.

7

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

TAIKOO DOCK YARD & ENGINEERING CO.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

GRAVING DOCK 767 x 88 x 34' 6".

Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. RED, can be seen between the hours of 11 A.M. and 12 Noon at the TONG CEE MANAGERS AND AGENTS.

51

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN.

## VESSELS ON THE BERTH

FOR SHANGHAI, KOBE AND MOJI.

## THE Steamship

"ARRATON APCAR."

Captain G. E. Hudson, will be despatched for the above Ports TO-DAY, the 9th inst., at Noon.

The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (Occupying 20 Days).

Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 7th October, 1911. [1237]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

## THE Steamship

"GREGORY APCAR."

Captain S. H. Belson, will be despatched for the above Ports TO-MORROW, the 10th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 5th October, 1911. [1244]

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALACCA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SATSUMA" ... On or about 12th Oct.

FOR NEW YORK.

S.S. "SAINT PATRICK" ... On or about 23rd Oct.

For Freight and further information, apply to RODWELL & Co., Ltd., Agents.

Hongkong, 7th October, 1911. [1173]

## SOCIETA NAZIONALE DI SERVIZI MARITIMI.

STEAM FOR BOMBAY.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. E. Hickey	8 A.M. 12th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI Capt. H. S. Bradshaw	Noon 14th Oct.	See Special of Call
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. F. E. Andrews, R.N.R. CEYLON Capt. A. E. A. Baker	About 19th Oct. About 20th Oct.	Freight and Passage. Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. R. Le Mar, R.N.R.	About 1st Nov.	Freight and Passage.

For Further Particulars apply to  
E. A. HEWETT, Superintendent.

Hongkong, 9th October, 1911.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, LOILO and CEBU	"TAMING"	On 10th Oct., 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 13th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 14th Oct., 4 P.M.
MANILA and CEBU LOILO	"TEAN"	On 17th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 19th Oct., 4 P.M.
SHANGHAI	"LINAN"	On 21st Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Ample; Electric Fans fitted; Extra Staterooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE, AGENTS.  
Hongkong, 9th October, 1911.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

**SWATOW. AMOY AND FOOCHOW**

**AND RETURN.**

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Beach ...	TUESDAY, 10th Oct., at 1 P.M.
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY, 13th Oct., at 1 P.M.
"HAITANG" ...	Capt. J. W. Evans ...	TUESDAY, 17th Oct., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

**DOUGLAS, LAFRAIK & Co.,**  
GENERAL MANAGERS.

# HAMBURG-AMERIKA LINIE

## IN CONJUNCTION WITH

## DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.	TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.
NEXT SAILINGS FROM HONGKONG:	OUTWARD.
For SHANGHAI, KOBE and YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. FREIENFELS ... 20th Oct.	S.S. SUBVIA ... 13th Oct.
S.S. SLAVONIA ... 3rd Nov.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. SCANDIA ... 16th Nov.	S.S. FURST-BULOW ... 13th Oct.
S.S. SPEZIA ... 2nd Dec.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. SEVOLA ... 14th Dec.	S.S. BELGIA ... 22nd Oct.
S.S. BILISIA ... 27th Dec.	For HAVRE, BREMEN & HAMBURG:
S.S. AMBRIA ... 10th Jan.	S.S. SENEGAMBIA ... 23rd Oct.
S.S. GOLDENFELS ... 24th Jan.	For HAVRE & HAMBURG:
For Further Particulars, apply to—	For ROTTERDAM & HAMBURG:
	S.S. SACHSEN ... 11th Nov.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 6th October, 1911.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"CHOYANG"	Tuesday, 10th Oct., Noon.
TIENTSIN	"CHONGSHING"	Thursday, 12th Oct., Noon.
MANILA	"YUENSANG"	Saturday, 14th Oct., 2 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Wednesday, 18th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday, 20th Oct., Noon.
MANILA	"LOONGSANG"	Saturday, 21st Oct., 2 P.M.

RETURN TOURS TO JAPAN,  
(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Tientsin, Weihaiwei, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.  
Hongkong, 9th October, 1911.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 19th Jan., at Noon.

\* Triple Screws, turbine engines. \* Twin Screws.  
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA and HONOLULU, on FRIDAY, 13th OCTOBER, at Noon.

### SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO)  
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

### FARES FROM HONGKONG:

To LONDON	£71.10.0.
To VALPARAISO	Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—  
TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.  
(These concessions apply to San Francisco Line Only.)  
These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.  
For Further Particulars as to Passage and Freight, apply to  
K. MATSUDA, AGENT,  
King's Building (Opposite Blake Pier).

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

### MAIL SERVICE TO AND FROM

## TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for  
KWANG CHOW WANG AND HAIPHONG,  
on WEDNESDAY, the 11th Oct., 1911, at 9 A.M.

For Passage and Freight apply to  
P. THOMAS, M.M. Co.'s AGENT.

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest, route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

\* The s.s. "Canada Maru" will not also call at Keelung.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers, situated MIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 11th Oct. at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	AKI-MARU Capt. K. Homma	7,000	WEDNESDAY, 11th Oct., at Daylight.
	MISHIMA MARU Capt. A. E. Moses	9,000	WEDNESDAY, 25th Oct., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WEDNESDAY, 8th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. J. Richards	7,000	SATURDAY, 4th Nov., from Kona
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 10th Oct., at Noon.
	AWA MARU Capt. Irizawa	7,000	TUESDAY, 7th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 24th Nov., at Noon.
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. T. Sato	6,000	WEDNESDAY, 11th October.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WEDNESDAY, 25th Oct., at Noon.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 13th Oct., P.M.
BOMBAY via SINGAPORE, and COLOMBO	BINGO MARU Capt. K. Soyeda	7,000	TUESDAY, 17th October.

## NEW LINE OF STEAMERS

### KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The Next Steamer to sail from Hongkong—  
"HIROSHIMA MARU," TONS 4,000, CAPT. DEGUCHI, ON 13TH OCT.

## 1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kawara	February 14th.
KAGO	9,000	F. L. Sommer	February 28th.
AKI	9,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
MITACHI	7,000	T. Yamawaki	May 8th.
HIYASAKI	9,000	T. Murai	May 22nd.

STEAMER	Tons	CAPTAIN	FROM HONGKONG
INABA MARU	7,000	S. Tominaga	February 27th.
TAMBA	7,000	K. Noda	March 26th.
AWA	7,000	T. Irizawa	April 23rd.
INABA	7,000	S. Tominaga	May 21st.

For further information, apply to—  
T. KUSUMOTO, MANAGER.  
[1061-14-40]

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

### HOMeward PASSENGER SEASON, 1912.

#### PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE .....	7500	February 3	MANTUA .....	11000	March 2	March 8
HIMALAYA .....	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI .....	8000	March 2	MOREA .....	11000	March 30	April 5
INDIA .....	8000	March 16	Through Steamer		April 13	April 19
DEVANHA .....	8000	March 30	MOLDAVIA .....	11000	April 27	May 3
DELTA .....	8000	April 13	MALAJA .....	12500	May 11	May 17
ASSAYE .....	7500	April 27	MONGOLIA .....	10000	May 25	May 31
DELHI .....	8000	May 11	MALWA .....	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:  
1st SALOON £71.10 SINGLE, £106.14 RETURN.  
2nd 24.8 27.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:									
STEAMERS				Leave HONGKONG		Due LONDON			
				Tonnage,	about		about		
NYANZA	...	...	...	7000	February	7	March	22	19
NILE	...	...	...	7000	March	6	April	17	12
NUBIA	...	...	...	6000	April	3	May	17	17
SUMATRA	...	...	...	5000	April	17	May	31	31
NAMUR	...	...	...	7000	May	1	June	14	14
PALAWAN	...	...	...	5000	May	15	June	29	29
BORNEO	...	...	...	5000	May	29	July	13	13
SYRIA	...	...	...	7000	June	12	July	27	27
NORE	...	...	...	7000	June	26	August	10	10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:  
1st SALOON £55.0 SINGLE, £82.10 RETURN.  
2nd 23.10 27.4

For further Particulars, apply to—  
E. A. HEWETT, SUPERINTENDENT.